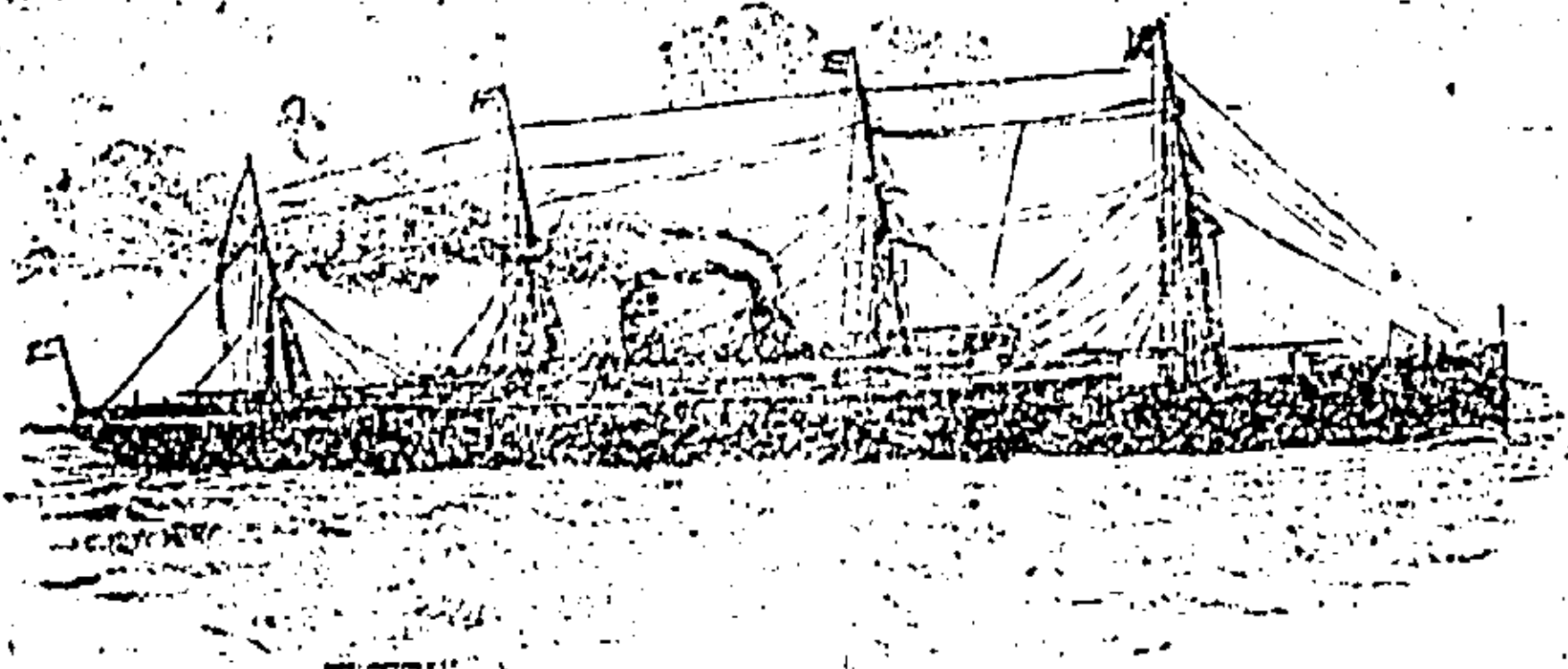


U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	TUESDAY, 4th November, at Noon.
"NIPPON MARU"	THURSDAY, 13th November, at Noon.
"PERU"	THURSDAY, 20th November, at Noon.
"COPTIC"	FRIDAY, 28th November, at Noon.
"AMERICA MARU"	SATURDAY, 6th December, at Noon.
"KOREA"	SATURDAY, 13th December, at Noon.

THE O. & O. Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 4th November, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways; and from Chicago to destination the choice of direct lines. Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are continued and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day. All Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, to the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

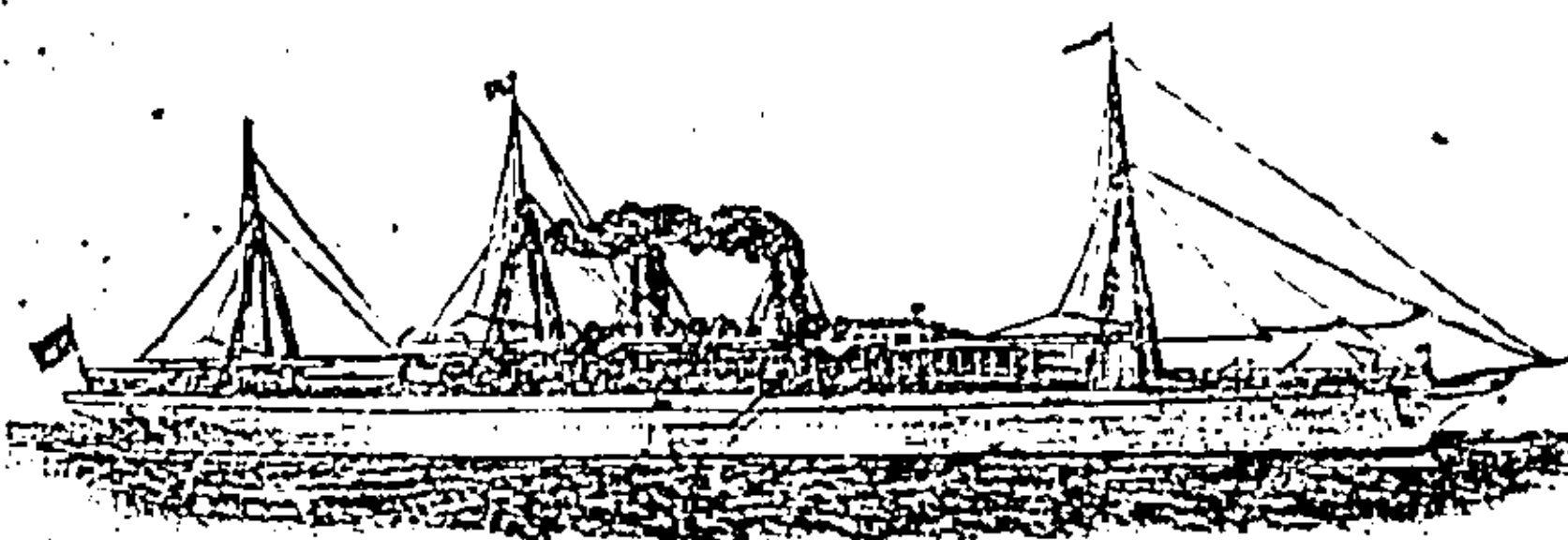
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 28th October, 1902.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

R.M.S. EMPRESS OF INDIA	Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 19th Nov.
TARTAR	Comdr. E. Beetham, R.N.R. WEDNESDAY, 3rd Dec.
EMPRESS OF JAPAN	Comdr. H. Pybus, R.N.R. WEDNESDAY, 17th Dec.
ATHENIAN	Comdr. H. Mowatt, R.N.R. WEDNESDAY, 31st Dec.
EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R. WEDNESDAY, 14th Jan.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 22nd October, 1902.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STREAMERS	DESTINATIONS	SAILING DATES	
SAXONIA	HAVRE AND HAMBURG. (Calling at SINGAPORE and PENANG.)	6th Nov.	Freight.
SEBASTIA	HAVRE AND HAMBURG. (Calling at SINGAPORE and COLOMBO.)	19th Nov.	Freight.
MARBURG	HAVRE AND HAMBURG. (Calling at SINGAPORE and PENANG.)	3rd Dec.	Freight.
Niedermeyer	HAVRE AND HAMBURG. (Calling at SINGAPORE and COLOMBO.)	17th Dec.	Freight.
SUEVIA	HAVRE AND HAMBURG. (Calling at SINGAPORE and PENANG.)	31st Dec.	Freight.
ALEZIA	HAVRE AND HAMBURG. (Calling at SINGAPORE and PENANG.)		
Schoenfeld			

For further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Building.

Hongkong, 9th October, 1902.

Auction.

PUBLIC AUCTION.
THE Undersigned have received instructions from the "STAR" FERRY CO., LIMITED, to sell by
PUBLIC AUCTION,
(unless previously disposed of by private contract),
ON

WEDNESDAY, the 5th November, 1902,
at NOON,
at the "Star" Ferry Co.'s Wharf, Hongkong.
The Steam launches
EVENING STAR, and RISING STAR.
The Evening Star was built in 1889 and the Rising Star in 1891, both of Teak with Steel Frames, by the Hongkong and Whampoa Dock Company, (1st THOROUGH REPAIR).

The Launches will be open for Inspection at the Hongkong Ferry Wharf from MONDAY, the 20th instant, until date of sale.

TERMS.—As Usual.
For further particulars, apply to
HUGHES & HOUGH,
Auctioneers.
Hongkong, 18th October, 1902. [1009d]

Entertainment.

THEATRE ROYAL,
CITY HALL.

THE HONGKONG AMATEUR
DRAMATIC CLUB
will give Performances of
"LIBERTY HALL"
on

THURSDAY, 13th } NOVEMBER, 1902.
FRIDAY, 14th }
SATURDAY, 15th }
Commencing each Evening at 9 P.M.
precisely.

Dress Circle \$3
Orchestra Stalls 3
Stalls 2
No Pit and no Half Price.

Tickets can be obtained at the Booking Office of the Theatre, City Hall, on and after Friday, 7th November, at 10 A.M.

Booking Office will be open daily from that date from 10 A.M. to 4 P.M.
Late trains will run a quarter of an hour after the fall of the curtain.

Hongkong, 25th October, 1902. [1129d]

Notice of Firm.

NOTICE.
THE Undersigned has been appointed
AGENT FOR HONGKONG AND VICINITIES
for the NEW YORK LIFE INSURANCE
COMPANY from this Date.
ALEC. KIENE.
Hongkong, 20th September, 1902. [989d]

Intimations.

SALT HERRINGS.
SALT HERRINGS.
(FROM SCOTLAND.)
20-LB. KEGS \$5.
MESSRS. RITCHIE AND CO.,
39, DES VOUX ROAD,
have received advices from their agents in
England informing them that a shipment of
Salt White-Herrings has been consigned to
them and is due at Hongkong in a few days.
Several orders are already booked so intending
purchasers should lose no time.

Hongkong, 17th October, 1902. [1092d]

NOTICE.

FR. BLUNCK,
SILK LACE MANUFACTURER.
Will hold a
CHRISTMAS SALE
from 1st November to 15th November,
and 15th December to 24th December.

ALL LACES, GRASSCLOTH EMBROID-
ERIES, and GRASSCLOTH DRAWN-
WORK will be REDUCED 15 per cent.

FOR CASH ONLY.

All Goods are of the Best Quality and
Workmanship.
The largest stock in these lines.
Inspection cordially invited.

Hongkong, 23rd October, 1902. [1119d]

WANTED.

A EUROPEAN CARETAKER for the
Masonic Hall.
Apply by Letter to the—
W. M.
of Zetland Lodge.

Hongkong, 25th October, 1902. [1130d]

NOTICE.

THE undersigned have been instructed to
offer for sale, privately, Sundry Lots of
Machinery, at the Wanchai Machinery
Godowns, and Engineering Establishment,
Cross Lane, Hongkong.

STEAM LAUNDRY MACHINERY,
MARINE SCREW ENGINES, ROILER
TUBES, DRIVING ENGINES, LATHES,
WINDLASS, CRANES, WINCHES, FIRE
ENGINES, STEEL ROILER, STEAM
STEERING GEAR, STEAM HAMMER, ONE
MERRYWEATHER'S PATENT STEAM
FIRE ENGINE, DONKEY PUMPS,
HYDRAULIC BAILING PRESS, EIGHT
HYDRAULIC JACKS (new) from 6 to 20
Tons, PARKER'S PARALLEL VICES, ONE
STRONG SCREWING MACHINE, FOUR
NEW CAPSTANS, ONE SET PLATE
BENDING ROLLERS, &c., &c., &c.

A large quantity of Angle Iron, Round and
Square Steel Bars of various sizes and Six
cases of Brass Condenser Tubes, suitable for
Condensing Engines.

The Engineering and Moulding Shops are
in proper working order and can be sold, as
going concern if required.

For Further Particulars, Apply to
HUGHES & HOUGH,
Brokers and Auctioneers.
Hongkong, 3rd October, 1902. [1036d]

Intimations.

GOVERNMENT GENERAL OF
FRENCH INDO-CHINA.

NOTICE.

THE OPENING
OF THE
HANOI
EXPOSITION
HAS BEEN
POSTPONED
UNTIL THE
16th NOVEMBER, 1902.

R. REAU,
Acting Consul for France.
Hongkong, 23rd October, 1902. [1117d]

GOVERNMENT GENERAL OF
FRENCH INDO-CHINA.

THE
HANOI
EXPOSITION
WILL BE OPENED ON
16th NOVEMBER, 1902.

THE Exposition, which is situated close to
the Railway Terminus at Hanoi, will
comprise a GRAND PALACE and MAGNI-
FICENT BUILDINGS, containing Artistic,
Commercial, Agricultural and Industrial
Productions of the greatest variety from France
and her Colonies (1st section); French Indo-
China (2nd section); and the countries of the
Far East—China, Japan, Philippines, Siam,
Netherlands India, British India, Straits Settle-
ments, Burma, &c. (3rd section).

THE WEATHER in TONKIN during the
months of November, December, January, and
February, is mild and invigorating and may
be compared to a winter at Nice.

THE GALLERY OF FINE ARTS will
contain more than 500 Pictures, and will be
organised under the Direction of the Inspection-
General of Fine Arts of Paris.

SPECIAL EXCURSIONS by Railways
and Steamers to the chief Places of Interest
in Indo-China (Cochin-China, Tonkin, Laos,
Cambodge, Annam) will be organised at
reasonable prices.

ATTRACTIONS OF ALL KINDS:
Military Bands, Theatres, Circuses, Concerts,
Aquatic Sports, Balloon Ascensions, Fireworks,
Dances, &c., will be provided.

REDUCED PRICES will be charged by
all Steamship Lines running to Haiphong,
from whence Hanoi may be reached in a few
hours by Railway or Steamer.

NUMEROUS First-Class HOTELS and
CAFES assure every accommodation to visitors
at moderate prices.

For FURTHER INFORMATION apply to
the French Consulates in the Far East.

P. THOME,
Commissaire-Général de l'Exposition
de Hanoi.

718d]

DRINK



UNEXCELLED.

SOLE AGENTS:

RITCHIE & Co.,
Des Voux Road.

Hongkong, 24th June, 1902. [1,67d]

CHRISTMAS GREETINGS FOR HOME FRIENDS.

I HAVE just unpacked a very fine select
stock of CHRISTMAS CARDS from the
best fine Art Publishers. Prices ranging
from 2 cents to \$2 each.

Call early to make a good selection.

H. RUTTONJEE,
No. 5, D'Almeida Street,
Nos. 39 and 40, Elgin Road, Kowloon.
Hongkong, 20th October, 1902. [809d]

Masonic.

EOTHEN MARK LODGE,
No. 261.

A REGULAR MEETING of the above
LODGE will be held at the FREEMASONS'
HALL, Zetland Street, on FRIDAY, the
31st instant, at 8.30 P.M. precisely. Visiting
Brethren are cordially invited to attend.
Hongkong, 23rd October, 1902. [1114d]

ZETLAND LODGE,
No. 525, E.C.

A REGULAR MEETING of ZETLAND
LODGE will be held at the FREEMASONS'
HALL, Zetland Street, on SATUR-
DAY, the 1st Nov., at 8.30 P.M. precisely.
Visiting Brethren are cordially invited to attend.
Hongkong, 27th October, 1902. [1135d]

Hotels.

GO TO THE
KOWLOON HOTEL,
J. H. DOWNS, Manager. J. W. OSBORNE, Proprietor.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD.

The most comfortable family Hotel in Hongkong.

EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED,
CIVILITY AND ATTENTION.

Apply to THE MANAGER.
Hongkong, 4th September, 1902. [1339c]

"BOA VISTA,"
(HOTEL SANITARIUM OF SOUTH CHINA),
MACAO.

THE most select Hotel in the Far-East, beautifully situated, over-looking the sea, and
affords comfortable accommodation for travellers.
The strictest supervision as to food and cleanliness is exercised by a European Manager.
57d]

Telegraphic Address: "BOA VISTA."

Intimations.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that
the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,
VIENNA,

THE INVENTORS OF INCANDESCENT
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,
The Price of which has been reduced to
FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!
KRUSE & Co.,
CONNAUGHT HOUSE.

954c]

E. C. WILKS & Co.,
MARINE ENGINEERS, SHIP CONTRACTORS
AND SURVEYORS.
Collisions and Damages Surveyed for Insurance Companies, Ships' designs and
Specifications Prepared.

Office: 12, Beaconsfield Arcade, 1st floor.
Hongkong, 3rd October, 1902. [1214c]

PETER SYS' WONDERFUL SPECIFIC.
THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for
SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOID and ULCERATION
of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale

THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers)
9, Old China Street,
Shanghai.

12th October, 1902. [2]

WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE,
CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS,
AND

GENERAL EXPORTERS.

No. 35, Queen's Road Central,
Next Door Messrs. LANE, CRAWFORD & Co.
Hongkong, 20th November, 1901. [1256c]

UNTOUCHED BY HAND.

MELLIN'S
FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, FREETOWN, LONDON, ENGLAND.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

\$5.50 P. Cask of 375 lbs. Net ex Factory.

\$3.50 P. Bag of 250 lbs.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 15th March, 1902. [110]

NEW VICTORIA HOTEL.

ROTISSERIE.

Meats à la Carte.

CHOPS, STEAKS, etc., etc., at any time

between 7.30 a.m. and 11 p.m.

Monthly Dinner at Moderate Rates.

Madar & Farmer.

Proprietors.

Hongkong, 2nd September, 1901. [105Pc]

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid
and any other Chemist's

PRICES \$10 per case of 48 bottles (quarts)
Special Price for Quantities

Sole Agents—
SIEMSEN & CO.
Hongkong, 30th May, 1902. [1093d]

DROZ & Co.,

WATCH MANUFACTURERS,

STEAM FACTORY ESTABLISHED 1841.

ST. IMIER, SWITZERLAND.

SPECIALITIES:

LEVER WATCH & CHRONOGRAPHS.

TRADE MARKS:

MAXIM, BERN, &c.

REPAIRS OF WATCHES and CLOCKS

by competent European experts at

Moderate Rate.

No. 14, QUEEN'S ROAD CENTRAL.

Hongkong, 10th October, 1901. [156c]

SANG MOW

DEALER IN

Rattan Furniture, Bamboo

Blinds and Matting of

All Colours.

No. 45, Queen's Road Central.

Price Lists on Application.

Orders Executed Promptly.

Hongkong, 12th May, 1902. [1011d]

DENTISTRY.

SOL SANG.

(Lately Practising with Dr. J. SAKATA)

DENTIST.

No. 4, Queen's Road Central.

Hongkong, 3rd January, 1902. [1011d]

THE SHANGHAI MIXED COURT.

A TIMELY ARTICLE.

The laws of a country, says the *Shen Pao*, are instituted for the sole purpose of preventing its people from doing mischief. When the laws are infringed, the offenders should be dealt with according to the provisions of the laws. This is the only way to make the laws respected by everybody. If the offenders are given severer punishments than the laws provide for, then people will despise the laws and do not care to observe them. But unfortunately this is exactly the state of affairs now prevalent in Shanghai under the administration of the so-called Mixed Court.

When the Mixed Court of this port was in its infancy, it confined itself to dealing with civil cases and small criminal cases only. All criminal cases of a serious nature were transferred to the Magistracy in the native city. Except in those cases in which the offenders were found guilty of arson or robbery, imprisonments exceeding six months or one year were seldom given. It never happened that a criminal was sentenced to be caged more than two weeks or to receive more than a hundred blows. But, of late years, criminals have been frequently sentenced to three or four years' imprisonment, three or four months' caging, and five or six hundred blows. Sometimes a criminal is made to undergo several forms of punishment—first flogged, then caged, then imprisoned, etc. Even female criminals are often awarded five hundred blows on the back or given one year's imprisonment. The jail is over-crowded with prisoners whose appearances are so miserable that we cannot bear to look at them.

What is more startling is that different punishments are frequently given to offences of the same nature and degree. The above anomalies in the Mixed Court go a long way to show that steps should be taken to rectify matters.

AGAINST OPIUM SMOKING.

MEMORIAL THAT OFFICIALS BE ORDERED TO QUIT.

Word has come from Peking of a memorial to the Throne looking to reform in the common vice of opium smoking. A high official is the petitioner. He proposes to banish opium from China, and to break all officials of the habit within a year. By means of the example thus set he hopes for the discontinuance of the drug among people at large.

His proposition provides that an allowance of half a year is to be given among officials whose age is above seventy years; for those between fifty and seventy years, a period of three months is given, and for those under fifty the time is limited to one month. All officials are to be required to cut off their habits accordingly and if any one be found to be indulging in this drug after the expiration of the settled periods, they are to be immediately cashiered.

To all the military officers, soldiers, and yamen runners, a period of one month is given and if they neglect to quit smoking after that time, they are to be dismissed. Expectant officials, who are addicted to this drug are to become ineligible to any position in the government.

Although the memorial seems to meet no opposition, there seems little chance of more than formal approval because many of the palace officials are heavy smokers and it is reported as quite hopeless to break them of the habit either by persuasion or by order.—*Shanghai Times*.

COTTAM & CO. FOR SUN HATS

THE GREAT NORTHERN GLACIER.

STEADILY ADVANCING SOUTH.

The onward march of the slippery and restless Muscovite towards the ice-free ports of northern China and the confines of China proper has been aptly compared with the motion of a huge glacier ever and anon moving faster (carrying all before it) as it approaches the more temperate zones. We have seen how quickly it glided over East Siberia once it had got south of the Amur River, and how, in very recent times, it glided gracefully over Manchuria, reaching the sea at Port Arthur and the neighbouring port of Dalny (Chinese, Taitienwan). These are the advances of the Eastern portion of the huge mass; what about the rest of it? A correspondent of the *Manchester Guardian* tells about its movements, silent yet rapid. The correspondent describes as an eye-witness what he calls a "secret strategic railway" joining the Great Siberian Railway with Kalgan, a place on the Great Wall a hundred miles west of Peking. The map accompanying the report shows that the new branch leaves the main line at a junction about seventy miles west of Kharbin in Manchuria, and proceeds due south along the flanks of the Khingan mountains. The strategic value of the line in case of a Russian advance upon Peking is indisputable, as it saves some 470 miles of the route via Kharbin to Dalny, and in addition avoids crossing the desert. The correspondent went through Manchuria in disguise, and claims to be the only foreigner who has passed along the Kharbin section of the Siberian line without an escort. He himself saw the junction of the new line last autumn, and from natives who had been at work on it he learned of its direction and the distance to which it had then been laid. Although capable of bearing military and goods traffic, it is only lightly ballasted—what we call in England a "construction" line—and he argues that if the rate of progress this year was maintained the line will have nearly reached Kalgan by this time. The political importance to England of this discovery might have been considerable if the Anglo-Russian treaty of 1899 had not waived all the right to interfere with Russian concessions north of the Great Wall. As it is, the responsibility of our alliance with Japan only become graver in view of this proof of sinister designs on the integrity of a vast Empire which has already been sufficiently impaired for purposes which are fully apparent when taken in conjunction with the advances of Russia towards Tibet in quite recent times. *Verb. sap.*

OUR LONDON LETTER.

(From Our Own Correspondent.)

LONDON, September 16th, 1902.

MATTERS EDUCATIONAL.

We are in a state of mild anxiety respecting Education which forms the one subject that at the present time every person recently promoted to late dinner and long skirts, or the dignity of cigarette smoked with assurance under the paternal eye is ready primed to discuss. Argument deals with both branches of Education—the Bill on the one hand, and Professor Dewar's fierce onslaught on our great public schools on the other. With regard to the Education Bill which has already taken a form very different from that in which it made its original bow to the British public, it gives some promise of bringing about a

COTTAM & CO. FOR WASHING

general election. Ministers are said to be thoroughly weary and disgusted with the opposition excited, and governments will probably be in the future even more chary than in the past, of attempting to handle a subject fraught with so much danger to themselves. The controversy now promising to redouble in violence is entirely unconcerned with Education. For popular purposes, the Bill, with all its clauses, schedules, preamble and the rest is summed up in a phrase—"Act to deliver the Nonconformists over to the control of the Church of England," or "Act to benefit the children of Dissenters at the expense of those of the Anglican or Roman persuasions," according to the point of view of the objector. It is but just to say that the irreconcilables are very numerous among the opponents of the Bill than among the adherents. Church folk, though a little sore over the necessity for compromise in matters they deem really important, do still, for the most part admit that only by yielding, these things can they hope to obtain the benefits offered by the new Act. Without expressing an opinion as to the attitude of Lord Hugh Cecil and the small band of extremists who act with him, I find the disposition to accept Sir W. Walpole's compromise is very general among Churchmen. They will surrender the

"CONSTANT ATMOSPHERE OF

ECCLIASTICAL BELIEF"

on which the Roman Catholics lay so much stress, and permit the instruction of their own children by accredited teachers of the various Dissenting bodies, at the same time as the clergy or their representatives are teaching Church doctrines to the children of the Church. It is quite possible that Nonconformists under-rate how great a concession this is—for they have accepted the offer in anything but a friendly spirit. It is exceedingly unfortunate, but the main issue—the welfare of the children—is now entirely obscured behind one of those outbursts of fanatical religious controversy which have been so regrettably prominent during the last few years. What will be the issue, even the most experienced politicians seem unwilling to prophesy—otherwise seeing the size of the government majority to which practically the whole Irish vote will be added, I should have confidently assumed that in the end the Bill will be put through. Apropos of the possibility of an election in the spring, it is stated that the three Boer generals will attend the sittings of Parliament during the winter, with the greatest regularity. A change of Ministry might, in other eyes, alter Boer prospects considerably.

Much regret is expressed to-day on all sides at the

BRUTAL ATTACK UPON JOHN KENSIT last night at Birkenhead, through which the protestant leader now lies in grave danger of his life. His assailant is quite unknown but Mr Kensit's proceedings in Liverpool have aroused great indignation throughout the district, and it is to be feared that crime lies at the door of one of his religious opponents.

Some comment has been heard in this country on the painful and unseemly wrangle around the bier of the late Queen of the Belgians. King Leopold has always been rather popular in this country, but the want of ordinary good-feeling, displayed on such an occasion, has attracted much unfavourable attention, although the newspapers following the good traditions of the British press have refrained from remark calculated to annoy a Sovereign on friendly terms with our own. Court mourning for three weeks has been

COTTAM & CO. FOR GENTLE RATH-

ordered, and Princess Stephanie on her return to Dover received a most sympathetic letter from our King and Queen—the Princess was tenderly asked that she might be summoned during the last illness—a last pleasure, denied by the severity of her Consort.

The probable assumption by the British Government of the control of

THE CHARTERED COMPANY, at an early date is receiving surprisingly little attention except in financial circles. The fluctuation of the Company's shares has indicated, for some time, a City agitation, but it is only in the last ten days that rumour has crystallised into a more or less authoritative forecast of the Company's future. The determining cause for government action was undoubtedly the death of Mr. Rhodes whose Imperialism was a known quantity and who stood for a power which no intrigue could turn from the path of British interests. With his removal, the bulk of authority devolved upon Mr. Beit, against whom it is needless to say no accusation of disloyalty or weakness has ever been breathed. But Mr. Beit is a German by birth, and the fact inevitably colours his outlook. Moreover, he does not command that universal and unstinted obedience and confidence which gave to Mr. Rhodes his chief weapon for the Empire in South Africa. For these and other reasons the Government is believed to contemplate taking over the Company's interests on terms to be presently agreed apart from immediate causes even the plan is one which recommends itself to nearly all who are cognisant of Africa—the Charters Company as constituted has sometimes been of the nature of an *Imperium in Imperio*.

RETURNED SOLDIERS.

The Cape army is pouring into England—20,000 men are at this moment on the high seas in addition to the thousands already home. I find among officers a good deal of nervousness as to the policy of so rapidly denuding the country of seasoned troops. I am told that there are fully 1,500 armed irreconcilables lying quiet in the hill-country of the Transvaal awaiting their opportunity, which this rather undignified scramble away is likely to afford them. This number sounds infinitesimal, but in a country friendly to the insurgents, it is quite possible for a mere handful to endanger peace and do much mischief, as Heaven knows, we ought to have learned by this time. By the end of the year only the standing garrison of 50,000 men will be left in the four Colonies—even the most optimistic may be excused a little shiver of anxiety.

The Boer Manifesto has evoked very considerable feeling in London, and strategically was a very ill conceived stroke—if, however, it opens the eyes of simple John Bull who believes all men to be as fair and straight and generous as himself, it may after all be a document of some value to humanity.

The Kelantan "affair" is discussed with various degrees of wisdom—down to comment of unimpaired rubbish—by the newspapers, but not a single member of the general public can be induced to take the smallest interest in the matter. Probably not one person in a thousand knows even now whether we "seized" the State, or whether we did not—probably most are uncertain if such a State actually exists at all.

VALUABLE CRICKET BATS—A number of prominent cricketers have sold, through the *Daily Express*, the bats with which they have played in this or previous seasons, the proceeds being devoted to the benefit of the Cricketers' Provident Fund. Dr. W. G. Grace's bat fetched the highest price (£52), whilst Victor Trumper's was a good second, realising £42. The sum of £13 was given for Ranjitsinhji's bat, and £8 for Jessop's.

Mails.

NIPPON YUSEN KAISHA.
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PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.		
STEAMERS.	DESTINATIONS.	SAILING DATES.
INABA MARU..... W. Bainbridge	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	SATURDAY, 1st Nov., at Daylight.
YAWATA MARU..... A.E. Moses	SYDNEY AND MELBOURNE, VIA THURSDAY ISLAND, TOWNSVILLE, and BRISBANE	SATURDAY, 1st Nov., at Noon.
SADO MARU..... W. Thompson	NAGASAKI AND KOBE	MONDAY, 3rd Nov., at 4 P.M.
KAGOSHIMA MARU..... K. Kori	KOBE AND YOKOHAMA	TUESDAY, 4th Nov., at Noon.
KAGA MARU..... J.W. Ekstrand	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE, and YOKOHAMA	TUESDAY, 4th Nov., at 4 P.M.
IDZUMI MARU..... M. Yagi	SINGAPORE, COLOMBO and BOMBAY	FRIDAY, 7th Nov., at Noon.
HITACHI MARU..... J. Campbell	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	SATURDAY, 15th Nov., at Daylight.
KAWACHI MARU..... J.S. Thompson	KOBE AND YOKOHAMA	FRIDAY, 21st Nov., at Daylight.
KUMANO MARU..... E.W. Haswell	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 28th Nov., at Noon.
KASUGA MARU..... H. Fraser	SYDNEY AND MELBOURNE, VIA THURSDAY ISLAND, TOWNSVILLE, and BRISBANE	SATURDAY, 29th Nov., at Noon.

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

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A. S. MIHARA,
Manager.COMPAGNIE DES MESSAGERIES
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NOTICE.

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ON MONDAY, the 3rd November, 1902, at 1 P.M., the Company's Steamship "ERNEST SIMONS," Captain Dupuy-Fromy, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.

This Steamer connects at COLOMBO with the s.s. *Australien*, which vessel takes on her Passengers and Mails leaving that Port on the 15th November Direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 2nd Nov. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 21st October, 1902. [1004c]

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Steamers.	Captains.	Tons.	1902.
<i>Duke of Fife</i>	J. S. Cox.....	3,821	Nov. 4
<i>Shawmut</i>	W. H. Smith.....	9,666	Nov. 7
<i>Tacoma</i>	A. Dixon.....	2,811	Nov. 15

Steamers marked (*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

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Hongkong, 23rd October, 1902. [1874d]

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BERNARD LANKESTER,
Hon. Secretary & Treasurer.

Hongkong, 15th September, 1902. [1419c]

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THE Steamship

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Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 8th November, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

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E. A. HEWETT,
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Hongkong, 25th October, 1902. [14]

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Hongkong, 17th September, 1902. [1004d]



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TELEGRAMS.

The Fighting in Somaliland.

London, 27th October.
 Reuter's Aden correspondent wires that on the 6th instant the Mullah's force suddenly charged the right flank of Colonel Swayne's position advancing through a dense jungle. The enemy met with such a severe fire from the African Rifles that they swung round towards the centre and left, which, owing to the dense bush, the transport had overlapped, throwing the defence into confusion. The result was that the firing line was broken, and a Maxim captured. Captain Phillips was killed, Lieutenant Gellatly was shot while attempting to rally his men, and also Lieutenant Everett while attending him. The disorder here spread to the centre of the British line where Captain Angus was killed while resolutely serving the guns, his place being taken by Captain Cobbe, who continued to serve them. Finally a charge led by Colonel Swayne checked the enemy, and the force then reformed. In the afternoon the British sortied, and chased the enemy, capturing a number of camels and their loads. The Maxim was not recovered. Sixty-two of the enemy's dead were counted. The British lost seventy killed.

Mr. Chamberlain to visit South Africa.

It is officially notified that Mr. Chamberlain will proceed to South Africa about the latter part of November, to examine the problems presented by the termination of the war, and the settlement of affairs in the new colonies. The proposed visit, which is universally approved, is believed to be the forerunner of visits to other colonies.

The Guards Reviewed.

His Majesty The King reviewed four thousand Guards on the Horse Guards Parade to-day. The weather was beautifully fine.

The Boer Relief Fund.

The total sum collected by the Boer Generals in Holland, Belgium, France and Germany for the Boer Relief Fund, amounts to £32,000 only.

Ship Combine Delays Due to Tight Money.

Ship Combine plans are not advancing as rapidly as expected. No change of programme has been announced and probably none is contemplated, but the scheme ripened at an unfavourable time for the American market, and shares have not been in demand. The correspondence of the *Chronicle* reports an uncertain outlook for this and other large speculative ventures because promoters depend upon sales of shares to provide operating capital, and tight money in New York works toward curtailment rather than expansion of share releases.

West Indian Government.

The West Indies Commission is pressing upon Parliament the ratification of the Brussels convention in relation to government of those islands. It has prepared a bill to amend the convention by penal clauses to provide against infraction of the terms as proposed. Germany, Belgium, Australia and Holland, which have already ratified the convention, are expected to assent to the amendment. The resolutions adopted at Brussels, defining by international law neutral and belligerent rights in insular territory and waters, and imposing limitations upon cable cutting in time of war, will apply to the new status of the island possessions.

Popocatepetl Making Trouble.

Popocatepetl, the largest volcano in Mexico, is reported uncommonly active. Several of the towns near by have been deserted and reports of panic reached the city of Mexico. The sulphur industry, which supported a large population in the approaches to the volcano, has been abandoned.

THE THEATRE.

THE JANET WALDORF COMPANY.

At present a good theatrical company should be very welcome, and the above Company whose season opens at the Theatre Royal on Monday, 17th November, come with a good reputation which should ensure for them liberal patronage from all theatre-goers. The name of Janet Waldorf is still no doubt in the memory of those who were fortunate enough to witness her performances here with Mr. Norval McJagor, when they were passing through the Orient to fulfill engagements in Australia. Miss Waldorf soon established herself in public favor throughout the New Zealand cities, at the Theatre Royal in Sydney and at Her Majesty's Theatre in Melbourne. Under Mr. J. C. Williamson's engagement she added to her list of successes, and with a selected company of twenty-six, Miss Waldorf is returning to fulfill engagements in San Francisco and New York. In her native land the talented young American actress has quite established a reputation. On this occasion a number of new and popular plays will be presented, including *A Royal Divorce*, *Secret Nell of Old Drury*, *The Lady of Olden*, *Magda*, *Zaza*, *Shirley Holmes* as well as a number of classical and standard pieces. The box plan for the initial production, *A Royal Divorce*, will open at the Robinson Place and Coy. on Monday, Nov. 10th. Arrangements are being made with the Kowloon Ferry Coy. and the Peak Tramway Coy. for the conveyance of passengers after the performance. The prices of admission will be as usual.

ASK FOR ASAHI JAPANESE BEER - C. Girault.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

STENCHES.

To THE EDITOR OF THE "HONGKONG TELEGRAPH":
 Sir, I shall be obliged if you will let me know whether the Sanitary Board has discontinued the supply of disinfectants for use in public latrines and other malodorous places? To judge by the pestilential stench now so generally met with one would imagine either that the S.B. is "bust" or the manufacture of disinfectants has become so unprofitable that factories have "shut down" to await more pestilences and fresh epidemics in all parts of the Orient.

Yours etc,

PRECAUTION.

Hongkong, 28th October, 1902.

RESPONSIBILITY OF PILOTS.

IMPORTANT RULIN' AT HOME.

To THE EDITOR OF THE "HONGKONG TELEGRAPH":
 DEAR SIR, I have perused with much interest the official correspondence recently published in your paper regarding the refusal of the Government to adopt a dec. system of licensing pilots. It is said that the Harbour Master has no means of testing the pilots' abilities, &c., &c.

It seems to me that the curt refusal to accede to the wishes of the shipping firms might very justly be met with a demand for further explanations on the grounds that the reply of the authorities is so obviously unsatisfactory as to render it almost insulting, although no offence (beyond a slight snubbing) may have been intended.

It is astounding and discreditable to find in this (the "third seaport of the Empire") colony disinclination to accede to such a reasonable request as was so carefully, logically and justly put forward, and it is to be fervently trusted that the matter will not be laid to rest with the Colonial Secretary's brief despatch as an anti-climatic and fitting conclusion to this insignificant episode.

In view of the fact that there has recently been an important ruling bearing on the responsibilities of licensed pilots, whereby "Masters are not to be held responsible for bad navigation in pilotage waters by a licensed pilot, even where pilotage is not compulsory," it does seem very strange that such an important matter as pilotage should be treated by the authorities as a matter of no importance! It is obvious that until the local Government sees fit to do what is considered necessary by the best qualified to judge, that a Pilot is not a Pilot when he is in Hongkong waters, or bringing a vessel into the waters of this Colony. "This funny, but this true."

The case to which I have referred is recorded in the *Mercantile Marine Reporter* (Liverpool) and may be summarised as follows: "The commander of the Allan Line steamer *Greician* had his certificate suspended by the Halifax Marine Court, although at the time of the mishap the vessel was in charge of a licensed pilot. The hapless skipper was a member of the Scottish Shipmasters' Association (affiliated with its big sister society of Liverpool) and to that Society he duly referred the matter, with the result that the Society's solicitors appealed against the decision of the Halifax court and scored a complete victory. The decision of the Halifax court was rescinded and the Captain's certificate returned to him. The *Reporter* goes on to remark as follows: "This appeal has a most important and far-reaching effect, and, in keeping with a number of other appeals carried to the Admiralty Court by the Mercantile Marine Service Association (Liverpool) and kindred bodies in defence of their members' reputations, marks a new departure. * * * The judgment settles once for all (1) that a Master is not responsible for bad navigation by a licensed pilot in compulsory pilotage waters, and (2) that a Master is not responsible for bad navigation by a licensed pilot in pilotage waters, even where the pilotage is not compulsory. Shipmasters will hail these gains with the keenest pleasure, but they should also remember how they have been got, and see that the old established bodies who have, at great expense, coupled with the unerring judgment of their Executive, wrung for all time, such sterling concessions for occupants of the quarter deck, receive adequate support and championship from members of the cloth."

Yours faithfully,

Hongkong, 28th October, 1902.

ROYAL HONGKONG YACHT CLUB.

SATURDAY, NOVEMBER 1ST.

Opening Cruise: Yachts to assemble off the Naval Extension Works. Commodore in *D'One* will start for Stonecutters at 2.15 p.m. other yachts should follow in single line.

Ladies' Race: Start 3.30 p.m. Starting line between mainmast of *Dorothy* and the bow of the *Hyacinth*. Course: Trocas Rocks Buoy (starboard) H.M.S. *Tamara's* launch off Yaumati (starboard). Handicap: *Diana*, *Vernon* and *Alannah* allow *Bonito*, *Kathleen*, *Colleen*, *Erica* and *Maria* 1 min; *Tris*, 1 min; *Doreen*, *Mild Marian* and *Chanticleer* 1 1/2 mins; *Payne* 2 mins.

SUNDAY, NOVEMBER 2ND.
 First Club Race: Course: Channel Rocks (port) Kowloon Rock (port) Meyer's East Buoy (port) Channel Rocks (port) Kowloon Rock (port) Meyer's East Buoy (starboard). Distance 11 miles. Starts 1st class 1.30 p.m. One Design class 1.45 p.m. 2nd class 1.50 p.m. Time limit 6 p.m.

Second class Handicap: *Tris* allows *Mild Marian* 5, *Doreen* 10, *Glenn* and *Chanticleer* 15, *Melior* 20, and *Payne* 25 seconds per mile.

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THE FIRST CHINESE REGIMENT.

DANGER IN DISBANDMENT.

Evidences have long accumulated at Weihaiwei that the disbandment of the Chinese Regiment will furnish signal for the execution of various private revenges, says the *Shanghai Times*. In the native view, men who joined the regiment not only lost caste in engaging for service in a foreign army, but they made themselves specially contemptible in action against their own people in the north in 1900. The praise awarded them by outsiders for excellent discipline and soldierly bearing has had no appreciable effect upon Shantung sentiment toward them except possibly to intensify animosities.

To the testimony heretofore furnished upon this point is now to be added that of Captain A. A. Barnes, who served with the regiment from its organization. He says that although each man on leaving receives a gratuity of 90 days' pay, or, if he had less time than that to serve, the amount that would be due to him at the expiring of his service, as well as his clothing credit, and any other money due to him, disbandment is, to the local men, an undoubted hardship.

He proceeds to say that it is a noteworthy thing that although the regiment has brought untold wealth into the districts, its members have never been popular with the local farmers, and it is no uncommon thing for men to be greeted in the villages with epithets referring to their association with us. When the local men, therefore, are no longer in British ranks, it is easy to see that their lives may not always be happy ones. Moreover, there is no doubt at all that the vast majority of the men will conceal as completely as they can the fact that they have ever served in the "Hua Yung Ying." This is proved in many ways, but in none more strikingly than by the fact that all efforts to persuade them to accept photographs of themselves, in groups wearing their uniforms, are utterly in vain. It is not a pleasant thought.

When, on Jan. 29 last, orders were received to stop recruiting, the regiment was 1,323 strong. Of these, 701 were from the Shantung Province, outside British territory. These Shantung men Captain Barnes describes as the fiercest soldiers in every way. He says, indeed: "I am fully convinced that, outside some parts of Northern India, we can never have better native troops, judged from any standpoint. These men, moreover, are now at their very best. As far as actual hard work is concerned, I would match them against any other Orientals, for it is a well-known thing that the hill tribes of India do not stand the summer heat of the plains well. That the Chinese can work and work hard, the campaign in North China in 1900 has proved conclusively. As regards their smartness under arms and on parade, generally, I do not need to say much, for so many have noted it. I must, however, mention that when our Coronation party was at Hongkong General Gascoigne was struck with their appearance that he ordered a parade of the whole garrison in order that everyone might see them, and he said that they were the finest native troops he had ever seen; that if he had not seen them himself he would never have believed that such men existed."

Regarding the policy of disbandment, Captain Barnes remarks: "It has been contended that the retention of an armed force at Weihaiwei is not necessary, but I venture to say that a perusal of the records, official and unofficial, of the local disturbances in the spring of 1900 will prove the danger of this idea. The importance of these disturbances is often much minimized, and they are regarded as of a mild type by some who were nowhere near Weihaiwei at the time. They may seem now to have been mild, but there is no doubt that the most intense feelings were aroused at the time, and I have no hesitation in saying that, but for the presence of the Chinese Regiment and its staunchness to us, they would have been of the most serious nature. It is urged that the place is now so quiet that a garrison of any kind is needless. Is this a logical deduction? I say no. The fact that our men are here, and that their power to move rapidly and to strike at a distance has been proved already, is the reason for this quiet. It would be a dangerous thing for the territory to be left without a mobile force, just because the people seem quiet. Let the lesson of 1900 never be forgotten, nor how quick the local people were to take advantage of the diminution of Major Penrose's escort to attack him and his party on May 5 in that year—just, too, when they all seemed so quiet. Might not the same thing happen again on a larger scale on any marked diminution of the local garrison?"

THE BURNING OF THE "YOSHINO-MARU."

NAVAL COURT AT NAGASAKI.

CAPTAIN ABSOLVED FROM BLAME.

A Naval Court sat at H.M.'s Consulate, Nagasaki, a few days since to enquire into the circumstances attending the fire on abandonment of the British steamer *Yoshino-maru*, of Hongkong, (Official No. 86,119), and into the conduct of the master, certificated first mate and crew of the vessel. The Court was composed of Mr. E. H. Holmes, H. B. M.'s Acting Consul (President), and Mr. H. V. Henson, British Merchant, and Captain J. S. Stevenson, R.N.R., s.s. *Glenriven* (Members). Mr. T. Robertson acted as clerk of the Court.

From the evidence, as reported in the *Nagasaki Press*, we take the following:—
 Alfred Cyrus Broadbridge, Master of the British Steamship *Yoshino-maru* of Hongkong, official number 86,119 being called, sworn, and examined, deposed as follows:—I am Master of the *Yoshino-maru*, holding Master's Certificate of Competency issued at Liverpool in 1897. I am unable to produce it, as it was not saved from the ship. I have forgotten the number. I have been at sea for the last 17 or 18 years. I have been master in command of the *Yoshino-maru* since March 7th, 1902, or to the Chief Officer. As the same vessel. The *Yoshino-maru* was an iron steamship of 1,298 tons register and 2,018 gross, built at Newcastle by Campbell, MacIntosh and Bowditch. She was well found in every respect. Her full speed was eight to eight and a half knots. She carried a crew of 45, all told, including the master. She had no pilot on board. The weight of cargo was about 1,000 to 1,200 tons deadweight, and consisted of cotton, cotton seed, rape seed, antimony and sheet lead. She had a full deck load of raw cotton on after and forward decks, stowed in the ordinary way, placing the bales side by side, and about four tiers high. It was not covered in any way. The ship was not over-laden, her draught leaving Shanghai was 15 feet forward and 15 feet aft. She was not loaded down to her marks. The voyage was from Shanghai to Kobe. The vessel left Shanghai on the 7th October at 3.30 p.m. Nothing unusual occurred on the passage up to the time of the fire. The fire was first observed between 1.15 p.m. and 1.20 p.m. on the 10th October and was discovered by the Chief Officer. The second officer was on watch. I had gone on to the bridge about 1 p.m. and after sighting Satano-Misaki Lighthouse had altered the vessel's course from due East, which she had been steering from due East, to E. by E. compass. I took an observation and found that the lighthouse was bearing from distant two miles and one mile after taking the observation, I went down to the chart room to verify it and had not been there more than a few minutes when I heard a commotion on deck, and rushed up. The speed of the ship at the time was about seven knots in the water, and she was being driven by a current of a little over one knot. Almost all the men were on deck at the time of the outbreak except the engineer's staff. Smoking on deck was strictly prohibited, and one of the crew was struck on one occasion for lighting a match. I am almost certain that the cause of the fire was not spontaneous combustion. I can account in no way for the fire. The crew were perfectly trustworthy, as far as Asiatics can be trusted, though of course a strict watch was kept over them. Every possible precaution was taken to prevent smoking on deck. Immediately on discovering the fire I rushed on the bridge and gave orders to the chief officer to bring the hose along, and he acted as he was ordered. The pumps were an excellent order and were started at once by the chief engineer. There was one "monkey pump" to work the hose. The crew obeyed orders. In less than two minutes after coming on deck, looking aft, I saw that the deck cargo was on fire. I at once ordered the cargo on deck to be thrown overboard, and as much as possible was thrown over the side. In a few minutes the hose was burned through, and was of no further use. The fire spread very rapidly, and by this time the ship was ablaze fore and aft. It was not more than a few minutes before she was in flames from stem to stern. The fire broke out almost simultaneously fore and aft. The only way in which I can account for this is that the loose cotton being blown by the wind over the side, lodged in the cotton on the after deck and set it on fire. There was no time to use the hose on the cargo, and the monkey was used to flood the deck. As far as I could see, but in my opinion it must have done so eventually. The tarpaulins over the hatches were ordinary tarred ones, and the hatches must soon have been burned through. There were about 600 bales of cotton on deck, of which about 20 were thrown overboard. As soon as I could I brought the ship broadside to wind and sea; this would have been about five minutes after the fire first broke out. The chief officer and those under his charge behaved splendidly, as also did the chief engineer and his crew, who retained their presence of mind. When the hose was burnt and useless, I shouted to the chief engineer, "For God's sake, McInnes lower the lee lifeboat into the water, and get away from the ship," and this order was obeyed. Absolutely nothing could have been done to save the ship. The ship's papers were not saved. They were below in my room, in the top drawer, and it was impossible to get them. I know nothing about insurance ship or cargo, but have reason to believe the vessel was insured.

By Mr. Henson:—It is not impossible that the cotton may have been blown down the alleyways to the after part of the ship, but I think we must have seen it. There was no cotton either in the alleyways or on the bridge deck. I did not notice any sparks flying aft. Immediately on the order to throw the cotton overboard the ship was brought up to the wind. When the fire broke out the wind was a little on the starboard bow practically ahead. I did not notice any sparks coming out of the funnel. There was a gallery chimney on the port side, about half way between the bridge and forecastle. There was a fire in the gallery for cooking. I have never seen sparks coming out of the gallery funnel. The gallery was not entirely surrounded by cotton, and there was a space of about 12 feet clear all round, to avoid the dirt from the gallery damaging the cotton. No precautions were taken to prevent sparks falling from the engine room funnel. The fire broke out almost amidships. I have absolutely no theory as to the origin of the fire.

Charles Taylor, first mate, James McInnes, chief engineer, and Kasuke Ikunaga, second mate, a so gave evidence after which the finding of the Court was announced as follows:—
 Finding and order of a Naval Court held at Nagasaki on the seventeenth day of October, 1902, to investigate the circumstances attending the fire on and abandonment of the British steamship *Yoshino-maru*, of Hongkong, official number 86,119, when on a voyage from Shanghai to Kobe on or about the tenth day of October, 1902, and the cause of such fire and to enquire into the conduct of the master, certificated first mate, and crew of the said vessel. The *Yoshino-maru* was an iron single screw steam vessel, schooner rigged, of 1,291 tons register, official number 86,119, built in 1882, belonging to the port of Hongkong. It appears from the evidence given before this Court that she sailed from Shanghai on the 7th October, 1902, bound for Kobe with a general cargo consisting of cotton, cotton seed, antimony, sheet lead, under deck, and about 600 bales of raw cotton, loosely packed, and unprotected, on deck, and a crew of forty-seven hands all told and carrying no passengers. The voyage proceeded uneventfully and in fine weather until reaching Satano-Misaki, Van Diemen's Strait, at about 1.15 p.m. on the 10th instant, at which time the course was altered by the master from due E. to N. E. by E. magnetic, the weather at the time being fine with fresh breeze and choppy head sea. The master, having sighted the vessel on her new course, left the bridge in charge of the second officer and retired to the chart room to verify his position, and almost immediately, hearing a commotion and cries on deck, hurried on the bridge, to find the deck cargo on the starboard side about the forecastle on fire, and the first mate and part of the crew engaged in

coupling the hose and jetting the deck cargo. Looking aft, he found the cargo on the after deck to be also ablaze, and at once put the ship broadside on to the wind and sea, heading south, and gave orders to stop the engines, which was done. The fire making rapid headway, the hose being burnt, and the chief officer and part of the crew on the forecastle head being cut off from the bridge, and there being under the circumstances no hope of coping with the fire, the master determined to devote his energies to saving the crew, and for that purpose ordered out the boats, of which only two were available, the after boats having been burnt. At 1.30 p.m. two boats were lowered, and the greater part of the crew left the ship in them, standing by. The first mate and two members of the crew had by this time been driven over the bows, and were hanging to the anchor chains, the second mate in one of the boats. The master, second and third engineers had meantime retreated to the lower bridge, the only portion of the midships section of the vessel which was not on fire. At 1.40 p.m. a lifeboat from the United States Army Transport *Crook* approached the weather side of the *Yoshino-maru* and took off the first officer and two members of the crew from the lower bridge. Finding it impossible, owing to the heat, to approach the vessel amidships, they lay about two boat lengths off. The master and two engineers, jumping into the water, were picked up by this boat. There was a heavy sea running at the time, and the rescue was attended with considerable danger. The Chief Officer in charge of the lifeboat of the *Crook* was severely injured in getting the men out of water. No attempt was made to stow the ship, which was then abandoned by the master and crew, who were taken on board the transport, which immediately proceeded to Nagasaki. Ship's papers were in the master's room below, and in addition to his private papers and effects and the effects of officers and crew, were abandoned. From the evidence it appears that the ship's galley was situated on the port side forward, and that a gangway led from the forecastle to the deck hands' latrine on the starboard side, between the forecastle head and the deck cargo. According to the evidence of the second officer, the fire was first noticed in the cotton stowed on the starboard side immediately about the latrines.

The Court having regard to the circumstances above stated finds as follows:—Although the evidence is to the effect that smoking had been strictly prohibited on deck, and that the galley fire had been extinguished an hour before the outbreak took place, in the opinion of this Court the only hypothesis to account for the outbreak of the fire is either that it was occasioned by a spark from the galley chimney or by smoking on the part of some person or persons unknown. There appears to be no reason to suspect that the fire was of an incendiary nature and the theory of spontaneous combustion seems likewise untenable.

That on the outbreak of the fire the master and officers showed judgment and resource, everything possible being done for the safety of the crew, and that the abandonment was inevitable.

That the master did not exercise sufficient foresight in not providing some covering for deck cargo of such an inflammable nature as loose cotton.

That the master navigated his vessel in a seamanlike and proper manner.

That proper discipline was maintained on board the ship.

The Court considers that the conduct of the master, first mate, and the three engineers is especially worthy of commendation.

That up to the evidence given the vessel appears to have been well found, sufficiently manned, and seaworthy, at the time of her departure from Shanghai, with the exception that no coverings were provided for the deck cargo.

The Court desires particularly to direct the attention of the Board of Trade to the fact that unpressed cotton packed in thin wrappers should not be carried as deck cargo unless covered by awnings or tarpaulins.

The Certificate of the master and first mate, which were not saved from the vessel, are not dealt with.

AMOUNT OF THE INSURANCE.
 The *Nagasaki Press* is informed that the cargo of the unfortunate *Yoshino-maru*, burnt at sea, was insured for Yen 97,500, with one Shanghai and three Japanese companies. The Japanese companies were concerned to the extent of Yen 54,350, and the Shanghai company Yen 43,150.

OPUM QUOTATIONS.
 Hongkong, 29th October.
 To-day's quotations are as follows:—

	Per chest
MALWA NEW	NO SALES
"LAST YEAR	@ \$960/1,000
"OLDEST	@ 1,020/1,000
PATNA NEW	@ 950
"OLD	@ 950
BENARES NEW	@ 945
"OLD	@ 945
PERSIAN (PAPER)	@ 720/750

TO-day's advertisements.

NOTICE.
 It is hereby notified that, in the absence of further rainfall, on and after SATURDAY, the 1st NOVEMBER, the SUPPLY OF WATER will be turned on in the Public mains during the following hours only:—
 In the City of Victoria below Cairne Road from 6 A.M. to 10 A.M.
 In Seymour Road, South side of Robinson Road, South side of Lower Richmond Road and South side of Macdonnell Road from 6 A.M. to 8 A.M.
 In Queen's Gardens from 6 A.M. to 7 A.M.
 In Peak Road above Queen's Gardens from 7 A.M. to 8 A.M.
 In Peak Road below Queen's Gardens from 8 A.M. to 9 A.M.
 In the Hill District:—
 From Victoria Peak to Victoria Gap from 6 A.M. to 6.45 A.M.
 From Victoria Gap to District bounded by Planation Road from 6.45 A.M. to 7.30 A.M.
 In Mount Gough District from 7.30 A.M. to 8.15 A.M.
 In Mount Kelleit District from 8.15 A.M. to 9 A.M.
 In Barker Road from 6 A.M. to 7.30 A.M.
 In Magazine Gap District from 7.30 A.M. to 9 A.M.
 W. CHATHAM,
 Water Authority.

Public Works Department,
 Hongkong, 29th October, 1902. [1138d]

TO-day's advertisements.

NOTICE.
 It is hereby notified that, in the absence of further rainfall, on and after SATURDAY, the 1st NOVEMBER, the SUPPLY OF WATER will be turned on in the Public mains during the following hours only:—
 In the City of Victoria below Cairne Road from 6 A.M. to 10 A.M.
 In Seymour Road, South side of Robinson Road, South side of Lower Richmond Road and South side of Macdonnell Road from 6 A.M. to 8 A.M.
 In Queen's Gardens from 6 A.M. to 7 A.M.
 In Peak Road above Queen's Gardens from 7 A.M. to 8 A.M.
 In Peak Road below Queen's Gardens from 8 A.M. to 9 A.M.
 In the Hill District:—
 From Victoria Peak to Victoria Gap from 6 A.M. to 6.45 A.M.
 From Victoria Gap to District bounded by Planation Road from 6.45 A.M. to 7.30 A.M.
 In Mount Gough District from 7.30 A.M. to 8.15 A.M.
 In Mount Kelleit District from 8.15 A.M. to 9 A.M.
 In Barker Road from 6 A.M. to 7.30 A.M.
 In Magazine Gap District from 7.30 A.M. to 9 A.M.
 W. CHATHAM,
 Water Authority.

Public Works Department,
 Hongkong, 29th October, 1902. [1138d]

JANET WALDORF COMPANY.

THE EVENT OF THE SEASON.
 JANET WALDORF!
 JANET WALDORF!!
 JANET WALDORF!!!
 Return visit to the Orient of the talented young AMERICAN ACTRESS and a SPECIALLY SELECTED COMPANY OF TWENTY-SIX ARTISTS.

THEATRE ROYAL,
 MONDAY, NOVEMBER 17TH.
 "A ROYAL DIVORCE."
 "A ROYAL DIVORCE."
 "A ROYAL DIVORCE."
 Full announcements to follow.

ARTHUR SEYMOUR,
 Representative.
 Hongkong, 29th October, 1902. [1139d]

IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER OF THE ESTATE OF WILLIAM GEORGE, LATE OF VICTORIA, HONGKONG, MARINE ENGINEER, Deceased.

NOTICE is hereby given that the Court has, by virtue of Section 58 of Ordinance No. 3 of 1897, made an Order limiting to the 1st day of JANUARY, 1903, for sending in Claims against the above Estate.

All Creditors are hereby required to send their Claims to the Undersigned before the said Date.

Dated this 29th day of October, 1902.
 J. W. NORTON-KYSHE,
 Official Administrator.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.
 STEAMSHIP "DUKE OF FIFE."
 FROM TACOMA, VICTORIA, YOKO-HAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
 Agents.
 Hongkong, 29th October, 1902. [14]

THE POPULAR

SCOTCH WHISKY

"BLACK & WHITE."

JAMES BUCHANAN & CO.
 SCOTCH WHISKY DISTILLERS.
 By Appointment to
 H.M. THE KING
 SOLE AGENTS:
 LANE CRAWFORD & CO.
 HONGKONG.

Image of a bottle of James Buchanan & Co. Scotch Whisky.

Shipping—Steamers.

OCEAN STEAM SHIP CO., LIMITED.
OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"TA TALUS"	8th November, 1902.
"	"ALCINOUS"	13th "
"	"PELEUS"	3rd December, "

HOMEWARDS.

FOR LONDON.	STEAMERS	DUE
"MENELAUS"	"	11th Nov., 1902.
"AGATHA"	"	25th "
"TANTALUS"	"	9th Dec., "

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).
"DEUCALION" 20th Nov., 1902.
"ALCINOUS" 20th Dec., "

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"HANYANG"	30th October.
TIENTSIN and NEWCHANG	"KWEIYANG"	10th November, P.M.
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	15th November.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports. See Special Advertisement.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"YANGTZE"	30th October.
"	"TEENKAI"	19th November.
"	"MOYUNE"	27th November.
"	"DOPACK"	10th December.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LIVERPOOL (DIRECT)	"PINGSUEY"	8th November.
VICTORIA, SEATTLE, TACOMA and all PACIFIC COAST PORTS	"YANGTZE"	1st November.
NAGASAKI, KOBE and YOKOHAMA	"TEENKAI"	21st "
"	"MOYUNE"	29th "

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY,
Operating the New First-class Steamships
"INDRAVELLI," "INDRAPURA"

and
"INDRASAMHA,"
betweenHONGKONG AND PORTLAND (OR.),
Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,
and YOKOHAMA.

"INDRAPURA"	4,899 Tons.	Nov. 14.
"INDRASAMHA"	5,197 "	Dec. 14.
"INDRAVELLI"	4,899 "	Jan. 14.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For Freight, apply to

THE PORTLAND AND ASIATIC STEAMSHIP CO.
ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	SUNDAY, 2nd November.
FOR FOCHOW	"ANPING MARU"	J. Goto	WEDNESDAY, 5th November.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 9th November.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 12th November.

* VIA SWATOW AND AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried. All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's. Steamers will go alongside the Co's Pontoons at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading issued for Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further Information, apply at the Co's Local Branch Office, at No. 2, Des Vaux Road Central.

Hongkong, 27th October, 1902.

T. ARIMA, Manager.

CHINA NAVIGATION CO., LTD.

HONGKONG TO SYDNEY
AND MELBOURNE.

VIA
USUAL AUSTRALIAN PORTS OF CALL.
AVERAGE LENGTH OF VOYAGE
TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY
REDUCED RATES, particulars of which can
be obtained on application to the Undersigned.

NEXT SAILINGS.

"TSINAN"	leaves on 15th Nov.
"OHANGSHA"	8th Dec.
"OHINGTO"	25th Dec.
"TAIYUAN"	20th Jan.

Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of ice and provisions during the entire voyage. Duly qualified European Surgeons carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents, C. N. Co., Ltd.

Shipping.

STEAMERS.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.
"LOTHIAN" About 29th Oct.
"LOWTHER CASTLE" 4th Nov.
"BORDER KNIGHT" 15th Nov.
"ORONO" To follow.
"CROYDON" " "
For Freight and further Information, apply to

DODWELL & Co., LIMITED,
Agents.
Hongkong, 18th October, 1902. [339d]TOYO KISEN KAISHA,
(ORIENTAL S.S. CO.)REGULAR SERVICE BETWEEN
HONGKONG AND MANILA.

THE Company's well-known Steamship
"ROSETTA MARU,"
3,876 Tons.

Captain Tate, will be despatched hence for MANILA, TO-MORROW, the 30th instant, at 3 P.M.
Magnificent accommodation. Comfortable cabins. Excellent table. Unrivalled speed. Electric light. Doctor and Stewardess carried.

For Freight or Passage, apply to
THE MITSUBI BUSSAN KAISHA,
Agents,
Prince's Buildings,
Ice House Street.
Hongkong, 25th October, 1902. [171d]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

"ZAFIRO,"
Captain A. Fraser, will be despatched as above TO-MORROW, the 30th instant, at 4 P.M.

Highest Class Passenger Steamers, High Powered, Newest and most up to date on the run. All Accommodation Amidships. Electric Light and all other Modern Improvements. A Surgeon is carried.

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 25th October, 1902. [171d]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR
SHANGHAI, NAGASAKI, HIOGO
AND YOKOHAMA.

THE Imperial German Mail Steamship

"GERA,"
of the NORDEUTSCHER LLOYD,
Captain C. Dewers, due here with the out-
ward German Mail about THURSDAY, the
30th instant, P.M., will leave for the above Places
about 24 hours after arrival.

For further Particulars, apply to
MELCHERS & CO.,
Agents.
Hongkong, 27th October, 1902. [563c]

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTES FRANCAIS.FOR SHANGHAI, NAGASAKI, KOBE
AND YOKOHAMA.

THE Company's Steamship

"SYDNEY,"
Captain Nègre, will be despatched for the
above Ports on or about SUNDAY, the 2nd
November.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 27th October, 1902. [1004c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"RUBI,"
Captain R. W. Almond, will be despatched for
the above Port on TUESDAY, the 4th Nov.,
at 4 P.M.

Highest Class Passenger Steamers, High Powered, Newest and most up to date on the run. All Accommodation Amidships. Electric Light and all other Modern Improvements. A Surgeon is carried.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 27th October, 1902. [1136d]

STEAM FOR BALTIMORE AND
NEW YORK.

THE French Steamer

"CHARLES TIBERGHIEN,"
will be despatched for the above ports on or
about 5th November.

For Freight, apply to
ARNHOLD, KARBERG & CO.,
Agents.
Hongkong, 14th October, 1902. [1082d]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, CLOM,
BOMBAY, KARACHI, ADEN,
SUEZ and PORT SAID.

(Taking Cargo at through rates to the
BRAZILS, SOUTH AFRICA, PERSIAN
GULF, RED SEA, BLACK SEA, LEVANT,
VENICE and ADRIATIC PORTS).

THE Company's Steamship

"MARQUIS BACQUEHEM,"
Captain Raskevich, will be despatched as above
on SATURDAY, the 15th November, P.M.

This steamer has capital accommodation for
passengers. Electric light and carries a doctor.
For Information as to Passage and Freight
apply to

SANDER, WIELER & Co.,
Agents.
Prince's Buildings,
Hongkong, 27th October, 1902. [1071d]

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept Fire,
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.,
Hongkong, 18th May, 1902. [35]

For Sale.

FOR SALE.

ONE BROADWOOD PIANO.

Apply at—
ROOM No. 146,
Hongkong Hotel.
Hongkong, 7th August, 1902. [636d]

Consignees.

FROM HAMBURG, PENANG
AND SINGAPORE.

THE N.D.L. Steamship

"MARBURG,"
Captain Niedermyer, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless notice
to the contrary be given before Noon TO-
DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, and
stored at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 30th instant will be
subject to rent.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 30th instant, at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 23rd October, 1902. [1123d]

NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "CLAVERING,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE AND MOJI.

The above Steamer having arrived, Con-
signees of Cargo are hereby requested to send
in their Bills of Lading for Countersignature,
and to take immediate delivery of their Goods
from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

DODWELL & Co., LIMITED,
Agents.
Hongkong, 23rd October, 1902. [874d]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"MASSILIA,"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. Oceana.
From Persian Gulf, ex B. I. S. N. and B. & P.
S. N. Co's Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
5 P.M., TO-DAY.

Goods not cleared by the 31st instant at 4
P.M. will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an ap-
pointed hour. All claims must be presented
within ten days of the steamer's arrival here
after which date they cannot be recognised.

No claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 24th October, 1902. [14]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "CROYDON,"
FROM NEW YORK, STRAITS AND
MANILA.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, at
Kowloon, whence and/or from the wharves
delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 1st prox., will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 4th
prox., or they will not be recognised.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 1st prox., at 3 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.
Hongkong, 25th October, 1902. [1133d]

OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship
"DORIC."

The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature, and to
take immediate delivery of their Goods from
alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

J. S. VAN BUREN,
Agent.
Hongkong, 27th October, 1902. [11]

Intimations.

NOW READY.

THE PAMPHLET ENTITLED:
"THE HONGKONG DOCK CO.'S
PRESENT AND FUTURE PRO-
SPECTS." Discussed in connection with the
proposal for the construction of a New Dock.

PRICE: 50 cents, cash.

Apply to the
HONGKONG TELEGRAPH
OFFICE,
1, ICE HOUSE ROAD.
Hongkong, 1st October, 1902.

F. BLACKHEAD & CO.,
SHIP CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LAUNCHES, &c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c., &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK.

REASONABLE PRICES.
Hongkong, 14th May, 1902. [18]

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, and CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, and OPTICIANS.

CHARTS and BOOKS.
NAUTICAL INSTRUMENTS,
Sole Agents for Louis Audemars' Watches
awarded the highest Prizes at every Exhibition;
and for Voisin and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES and SPYGLASSES.
Nos. 64 & 66, Queen's Road Central. [11]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS and WATCHMAKERS.

EASTMAN'S
KODAKS and FILMS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.
40, QUEEN'S ROAD,
Wing-on's Building.

LEE LOONG.

DEALER IN
Furniture, Blackwood, Plated Glass,
Crockery Ware, Brass and Iron
Bedsteads and Rattan Sofas
for White and
JUST ARRIVED.
Nos. 1 & 2, D'Agulhar Street,
Behind Hongkong Dispensary
Hongkong, 1st May, 1902. [496d]

CHEONG SHING.

No. 39, Queen's Road Central,
(Opposite to Messrs. GAUPP & Co.)
DEALERS IN
Jewellery and Silks, Pearls and Jadestone
Ware, Ivory Ware and Curios, Chinese
Goods of all kinds.
And also General Exporters.
An inspection is respectfully solicited.
Good quality and good workmanship
guaranteed.
Prices lower than other shops in the same
line of business. [502d]

TAI LOONG.

and 3, Lyndhurst Terrace.
NEW Kid Gloves, Fancy Dress Goods,
Caps and Jackets, Flannels and Serges,
Wool Shawls.
Hongkong, 14th October, 1902. [502d]

WORTH A GUINEA A BOX.

BEECHAM'S
PILLS.

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AILMENTS.
ANNUAL SALE SIX MILLION BOXES.
50 Cents per Box.

Prepared only by the Proprietor—
THOMAS BEECHAM, St. Helens, England.
SOLE AGENTS for HONGKONG and the
EMPIRE OF CHINA—
WATKINS, LIMITED,
APOTHECARIES' HALL, 66, Queen's Road
Central, Hongkong.

THE NEW FRENCH REMEDY

TRADE MARK.
THERAPION MARK.

This successful and highly popular remedy, used in the
Continental Hospitals by Ricord, Rostan, Robert, Volpoux
and others, cures all the disorders to be sought in a
medicine of the kind, and surpasses everything hitherto
employed.

THERAPION No. 1 is a re-
markable
short time, often a few days only, removes all discharges from
the urinary tract, restores the normal action of the
urinary organs, and cures all the disorders of the
urinary system, such as gonorrhoea, cystitis, and
stricture, and all other serious diseases. In dysentery, piles,
irritation of the bowels, cough, asthma, and
all the more trying complaints of this kind, it will be
found astonishingly efficacious, affording prompt relief
where other well-tried remedies have been powerless.

THERAPION No. 2 is for
the blood, scurvy, pimples, spots, blotches, and all
the skin diseases, and cures all the disorders of the
blood, such as leucorrhoea, gonorrhoea, and
all other serious diseases. In dysentery, piles,
irritation of the bowels, cough, asthma, and
all the more trying complaints of this kind, it will be
found astonishingly efficacious, affording prompt relief
where other well-tried remedies have been powerless.

THERAPION No. 3 is for
the nervous system, and cures all the disorders of the
nervous system, such as neuralgia, hysteria, and
all other serious diseases. In dysentery, piles,
irritation of the bowels, cough, asthma, and
all the more trying complaints of this kind, it will be
found astonishingly efficacious, affording prompt relief
where other well-tried remedies have been powerless.

THERAPION No. 4 is for
the digestive system, and cures all the disorders of the
digestive system, such as indigestion, dyspepsia, and
all other serious diseases. In dysentery, piles,
irritation of the bowels, cough, asthma, and
all the more trying complaints of this kind, it will be
found astonishingly efficacious, affording prompt relief
where other well-tried remedies have been powerless.

THERAPION No. 5 is for
the respiratory system, and cures all the disorders of the
respiratory system, such as bronchitis, asthma, and
all other serious diseases. In dysentery, piles,
irritation of the bowels, cough, asthma, and
all the more trying complaints of this kind, it will be
found astonishingly efficacious, affording prompt relief
where other well-tried remedies have been powerless.

THERAPION No. 6 is for
the circulatory system, and cures all the disorders of the
circulatory system, such as heart disease, and
all other serious diseases. In dysentery, piles,
irritation of the bowels, cough, asthma, and
all the more trying complaints of this kind, it will be
found astonishingly efficacious, affording prompt relief
where other well-tried remedies have been powerless.

THERAPION No. 7 is for
the excretory system, and cures all the disorders of the
excretory system, such as kidney disease, and
all other serious diseases. In dysentery, piles,
irritation of the bowels, cough, asthma, and
all the more trying complaints of this kind, it will be
found astonishingly efficacious, affording prompt relief

(OCTOBER 29th.)

Cera	Singapore	Melchers & Co.	10-mo low
Kagoshima Maru	Singapore	Nippon Yusen Kai ha.	October 31st.
Silesia	Singapore	Siemssen & Co.	November 1st
Shanghai	Singapore	P. & O. S. N. Co	November 1st
Benmohr	Singapore	Gibb, Livingston & Co.	November 1st
Hindustan	New York	Gibb, Livingston & Co.	November 1st
Kunming	Singapore	Gibb, Livingston & Co.	November 1st
Sado Maru	Singapore	Nippon Yusen Kaisha	November 2d
Sydney	Singapore	Messageries Maritimes.	November 2d
Tacoma	Singapore	N. P. S. S. Co.	November 2d
Indrapur	Singapore	P. & A. S. S. Co.	November 3d
Nippon Maru	San Francisco	Pacific Mail S. S. Co.	November 5th
Prinz Valdemar	Shanghai	Melchers & Co.	November 7th
Tanulau	Singapore	Butterfield & Swire	November 8th
Peru	San Francisco	Pacific Mail S. S. Co.	November 11th
Athenian	Vancouver	C. P. R. Co.	November 13th
Tartar	Vancouver	C. P. R. Co.	November 13th
Alcinous	Singapore	Butterfield & Swire	November 15th
Tschenkai	Glasgow, &	Butte field & Swire	November 19th
Myone	Glasgow, &	Butterfield & Swi e	November 27th
Oopack	Glasgow, &c	Butterfield & Swire	December 10th

Gentlemen's
Outfitting
Department
Now Open.
—
28, Queen's Road
Opposite
Hongkong Hotel.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,

General Drapers, Dressmakers, Milliners, Hosiers,
Haberdashers and General Outfitters.

Gentlemen's
Outfitting
Department
Now Open.
—
28, Queen's Road
Opposite
Hongkong Hotel.

NEW WINTER GOODS!

NEW WINTER GOODS!!

NEW WINTER GOODS!!!

WE NOW HOLD A FULL AND SMART STOCK OF LADIES' GENTLEMEN'S,
AND CHILDRENS' BOOTS AND SHOES.

NEW
DRESS GOODS
FLANNELS
DOWN QUILTS
BEDSPREADS
FURS

SILKS
FACINATORS
LISLE VESTS

DRESS GOODS
INFANTS' CLOTHING.

NEW
FEATHERS
FLOWERS
SATIN RIBBONS
CHIFFON FICHUS
GLACE RIBBONS
DRESS NETS

SILKS
WOOL VESTS
SILK SKIRTS

BOYS' REEFER COATS.

NEW
WHITE STRAWS
BLACK STRAWS
WHITE TRIMMED FELT HATS
CHIFFONS
GLOVES
WOOL SHAWLS

SILKS
WOOL COMBINATION
SILK VESTS

DRESS GOODS
LADIES' JACKETS AND CAPES.

IMPORTANT NOTICE TO LADIES.

ORDERS FOR ST. ANDREW'S BALL ARE NOW BEING BOOKED AND LADIES ARE
REQUESTED TO PLACE THEM AS SOON AS POSSIBLE TO
AVOID DISAPPOINTMENT.

CUT FIT AND STYLE GUARANTEED

ORDERS EXECUTED UNDER THE SUPERVISION OF A HIGHLY QUALIFIED DRESSMAKER.
OUR WORKROOMS ARE NOW ENLARGED AND OUR STAFF GREATLY INCREASED.
NEW DRESS GOODS, PIECE NETS, LACE ROBES, SILKS, SATINS, AND TRIMMINGS
ARE NOW IN STOCK IN MUCH LARGER VARIETY THAN HERETOFORE AND
WE ARE CONFIDENT THAT WE CAN SATISFACTORILY SUPPLY ALL
WHO FAVOUR US WITH THEIR PATRONAGE.